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COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force

DATE: October 13, 2011

FR: Brenda Dix

W. I.

RE: Summary of FHWA's July/August 2011 Air Quality and Transportation Conformity Highlights

Every month FHWA prepares an update on transportation related air quality activities, including information on transportation conformity, the Congestion Mitigation and Air Quality Improvement (CMAQ) program, Mobile Source Air Toxics, and other activities undertaken by the Air Quality and Transportation Conformity Team. MTC would like to provide an overview of relevant July/August highlights to the Task Force, as follows:

- On September 2, 2011, President Obama announced that the release of the final National Ambient Air Quality Standard (NAAQS) for ozone would be delayed until 2013. EPA was considering tightening the standard from .075 ppm to between .060 and .070 ppm. Industry groups had been lobbying EPA to keep the ozone standard at current levels arguing that a tighter standard would slow economic recovery, cost industry billions of dollars and result in thousands of job losses across the country.
- EPA recently finalized the carbon monoxide National Ambient Air Quality Standards (NAAQS) and new monitoring requirements. EPA retained the current CO NAAQS which is 9 ppm for the 8-hour NAAQS and 35 ppm for the 1-hour NAAQS. EPA is also changing the monitoring requirements for CO by requiring the co-location of one CO monitor with a "near-road" NO₂ monitor in urban areas with 1 million or more population. Currently, there are no CO nonattainment areas.
- EPA recently announced new fuel efficiency and greenhouse gas standards for Model Year (MY) 2014-2018 medium and heavy-duty trucks. The new requirements vary depending on the type of work the trucks perform with a range of 10 to 20 percent improvement in fuel efficiency required by 2018.
- A historic agreement between the Administration, 13 automakers, California Air Resources Board, and others would increase fuel efficiency for cars and light-duty trucks to 54.5 miles per gallon (MPG) by 2025. These national standards would dramatically reduce oil consumption and greenhouse gas emissions and would save consumers money over the lifetime of the vehicles. The current standards will achieve 35.5 MPG by 2016.
- EPA and DOT have jointly developed a three-day training course on conducting quantitative PM hot-spot analysis using EMFAC and CAL3QHCR and AERMOD air quality dispersion models.

For more information on any of these items, please visit:

http://www.fhwa.dot.gov/environment/air_quality/conformity/highlights/high0811.cfm